

and ground value to the cultivators of the C Block, second period, Vembanad backwater, who had suffered a loss of Rs. 2,00,000 by floods, Government should advance an adequate sum to them under the Land Improvement and Agricultural Loans Regulation towards the next year's cultivation.

(7) Government should abolish the municipal tax on boats in view of the excessive burden under which the boatmen already laboured on account of the licensing of boats under the Public Canals and Public Ferries Regulation or at least exempt boats licensed under this Regulation from payment of municipal tax.

(8) Government should constitute an Agricultural Development Board consisting of officials and non-officials for the development of agriculture and for affording facilities to agriculturists.

Dewan's reply.—In regard to your representation regarding the Alleppey-Changanachery canal, I am afraid I shall have to give you a disappointing reply. I have gone from Alleppey to Changanachery by water, and the opening of the proposed canal, in my opinion, is not an urgent matter. It must wait. I quite realise the importance of the Alleppey and Changanachery towns. You have, however, a fine backwater communication connecting the two towns and the question of an alternative water route must necessarily give place to more urgent works.

You say that a road from Takazhi to Edattuva would be useful. I shall look into the matter.

You want a separate board for agriculture. I shall consider that matter also.

In regard to the C Block of the Vembanad lake, that is a matter on which I can say nothing now. I have asked the Land Revenue Commissioner to submit a report.

77. Some suggestions for the improvement of the irrigation canals in Vaikam.

Mr. Padmanabha Pillai Krishna Pillai (Member, Vaikam Taluk) thanked the Government for the passing of the rules under the Agricultural Loans Regulation of 1094 and said that the following works were necessary to facilitate *virippu* and *mudakan* cultivation in his taluk.

The removal of the bund at the Valianapuzha river was first urged. The Member said that there was proper drainage of flood water followed by good harvest from these lands till 1062 M. E., when the above bund was constructed by Government without any one being consulted and water was made to flow through Tekkeputhen *thodu*, Vaikam, and the Attaru *thodu* which were neither wide nor deep enough to drain away all the water with the result that much damage was done to crops by stagnant water. The loss under this head was estimated at one lakh of rupees. Notwithstanding the fact that repeated representations were made, there did not seem to be any prospect of removing the Valianapuzha bund. Yet some relief was needed. The Member said that the fields mostly lay on either side of the branches of the Muvattupuzha river and prayed that the *thodus* intervening the fields which were now in a neglected condition might be deepened, so that water during rains might flow down those *thodus* to the river and thence to the lake. He urged that two of the more important *thodus* which ran through the town might be attended to at once, both in the interests of sanitation as well as of agriculture, as already recommended by the Municipal Council. The Member next referred to the policy of the Government relating to *porambokes*. At the time of distribution of the *patta* after the Settlement 14 years ago, no registry-holder knew that there was *poramboke* in any portion of his property. The then survey officers had recorded some lands as *porambokes*; and now people had begun to realise the existence of *porambokes* when measured by Assistant Tahsildars. As soon as the Settlement was over, steps should have been taken either to register away such *porambokes* or to dispose of them by auction. The omission to do so was due to the fault of the Revenue Department. He, therefore, prayed that in cases in which the existence of *porambokes* in the possession of parties was proved, no fine, prohibitory assessment, or arrears of tax be insisted on, and that the *porambokes* be registered on recovery.

of future tax alone. Lastly, the Member submitted that the proposed transfer of the revenue jurisdiction of the Panavalli and Pallipuram *pakuthies* would be very inconvenient, if carried out.

Dewan's reply.—I find that the canals you have referred to will not be very costly. I do not see why the works have not been undertaken till now. They could have been taken up and executed one by one. The cost is only Rs. 3,000 or 4,000 in each case. I shall ask the Chief Engineer to start and complete two of these drainage canals next year. I am sure that it will give you considerable relief from the submersion you are suffering from.

In regard to *poramboke*, I have already said that, in the case of *bona fide* occupations which are not objectionable, the encroachments should not be dealt with harshly, and that the trees should be registered in the names of the occupants, and that even back assessment should not be realised for any period beyond five years. The Peishkar of your Division, Mr. C. Govinda Pillai, is inspecting these encroachments with great earnestness, and I am sure that he will inspect the encroachments near Vaikam and dispose of them in a just and proper manner. The question of transfer of the revenue jurisdiction of the Panavalli and Pallipuram *pakuthies* has not been finally settled.

78. Means of communication in the Kottayam Taluk.

Mr. C. A. Thomas B. A. (Member, Kottayam Taluk) explained the importance of Kottayam as a flourishing trading town and pointed out that traffic by water across the Vembanad lake was often dangerous. He therefore urged the necessity for the opening of a cart road directly connecting Alleppey with Kottayam along the area covered by the third period of the Vembanad Reclamation Scheme, which, he said, would be the shortest cut between these two places and would afford ample scope for the development of the trade of Kottayam when the Cochin Harbour was completed. The Member then suggested the construction of a bridge at the Illikkal crossing and thence a line of road about 4 miles long *via* Tiruvarpu to *Muthen's konu* where it would meet the Third Period Reclamation, and proposed that a small portion of about 2 miles' distance be left as backwater as at present. The establishment of a ferry at this portion of the backwater and the construction of a road from the Alleppey shore to the mainland were also urged. As a return for the expenditure involved in the scheme, Government might after the completion of the road even levy a toll on the merchants who used it. He next represented the need for early steps being taken to raise the Kottayam-Kumarakam road, as without raising it any amount of money spent on repairs to the road would be a mere waste. Thirdly, the Member prayed for the extension of the Aimanam-Parippu road from Kodakampadi to Kallumkaltara for about a mile and also for the conversion into a cart road of that portion of the road from the Nagampadam bridge *via* Chengalkattukunnu where there was a trace or a foot-path at present. He also wanted the existing foot-bridge across the Chengalam temple to be removed and re-located at Marutana *kadavu* for the convenience of the depressed classes. Lastly, he referred to the Vakattanam-Nalumnakkal canal. This was the only channel of drainage for the neighbouring hills of Kurumpanadam, Nedumkunnam and other places comprising an area of 70 square miles. It was both narrow and shallow in some places. It received the flow of no less than 50 smaller channels at the base, but owing to the zigzag nature of its course, the flood water that found its way into the canal took a long time to reach its destination, very often breaching the bunds of paddy fields on its banks and inundating the whole cultivated area. This difficulty had been brought to the notice of Government on various occasions. The Chalakkal canal scheme was undertaken by Government as a solution for the difficulty, but subsequently abandoned in view of its prohibitive cost. A better solution of the difficulty was the construction of a canal at the 90th mile of the M. C. road, directly connecting the Vakattanam-Nalumnakkal canal with Mulakanchira canal which would cover only a total distance of 3,000 feet, of which 1,000 feet consisted of paddy lands and 1,000 feet of ordinary lands, while